

Airport ORM Guide

VT-28 Safety Department

Risk Matrix

**Risk
Assessment
Code**

1 = Critical
2 = Serious
3 = Moderate
4 = Minor
5 = Negligible

		Probability of Occurrence			
		A	B	C	D
S E V E R I T Y	I	1	1	2	3
	II	1	2	3	4
	III	2	3	4	5
	IV	3	4	5	5

College Station – Easterwood Field (KCLL)

Probability of Occurrence: C (May Occur in Time)

Severity: III (Minor injury/damage)

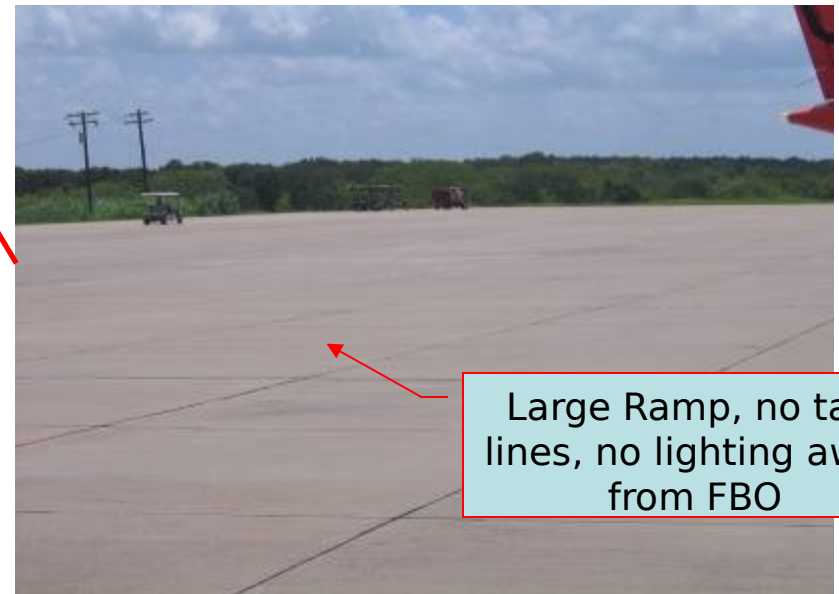
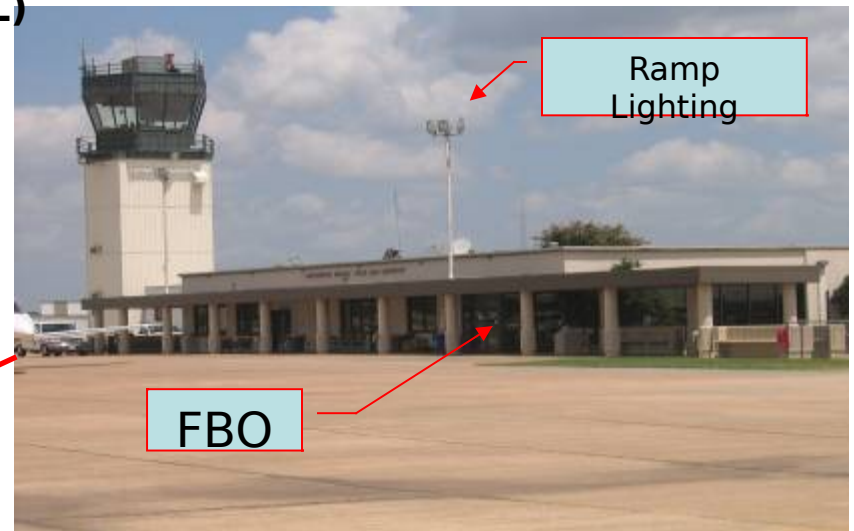
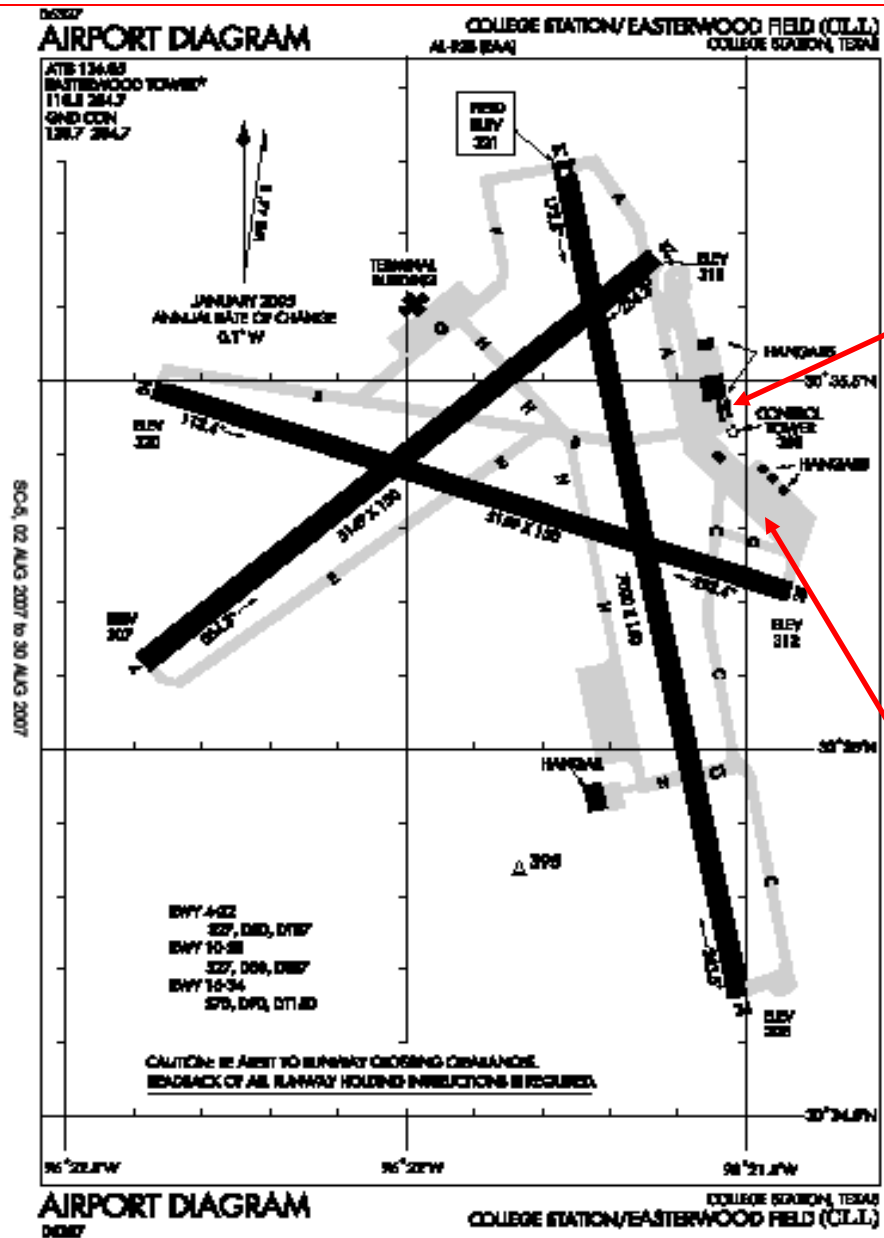
Overall RAC: 4 (Minor)

Lighting: Blue taxi lights all the way to ramp.

Ramp:

- a) Very easy access to ramp coming off the taxiway.
- b) No obstructions on ramp other than cones, chocks, or other aircraft.
- c) Surface is level and surrounded by grass.
No taxi lines once taxiway stops at ramp entry.
- d) Lighting is limited and is primarily directed to area just forward of the FBO. The further away from the ramp the less lighting available for start-up, etc.

COLLEGE STATION - EASTERWOOD FIELD (KCLL)



McAllen – Miller International (KMFE)

Probability of Occurrence: C (May Occur in Time)

Severity: III (Minor injury/damage)

Overall RAC: 4 (Minor)

Lighting: Blue taxi lights all the way to ramp.

Ramp:

a) Easy access to ramp via one taxiway that leads to

ramp.

b) Some obstructions on ramp (blast deflector, other

aircraft, cones, chocks).

c) Surface is level and surrounded by grass.

Good

yellow taxi lines that end at ramp entry.

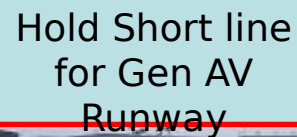
d) Only lighting for ramp are two floodlights on either side of FBO hangar.

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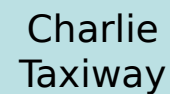


AIRPORT DIAGRAM

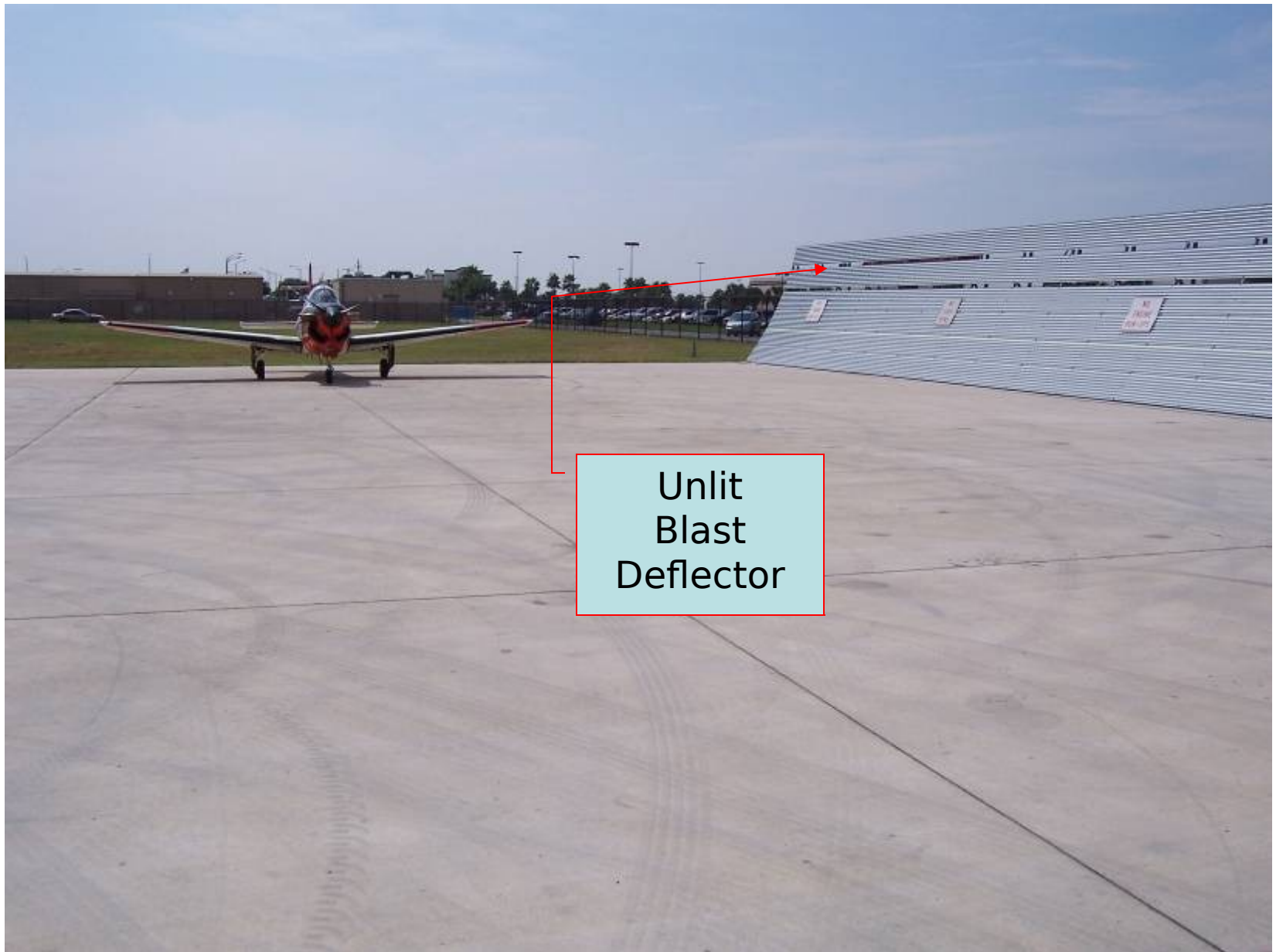
MC ALLEN, TEXAS
MC ALLEN MILLS INTL (MIFX)



Charlie Taxiway



Hold Short line
for Gen AV
Runway



MCALLEN - MILLER INTERNATIONAL (KMFE) RAMP AREA



FBO

Ramp
Lighting

MCALLEN - MILLER INTERNATIONAL (KMFE) RAMP AREA

Probability of Occurrence: A (Likely to Occur in Time)

Severity: III (Minor injury/damage)

Overall RAC: 2 (Serious)

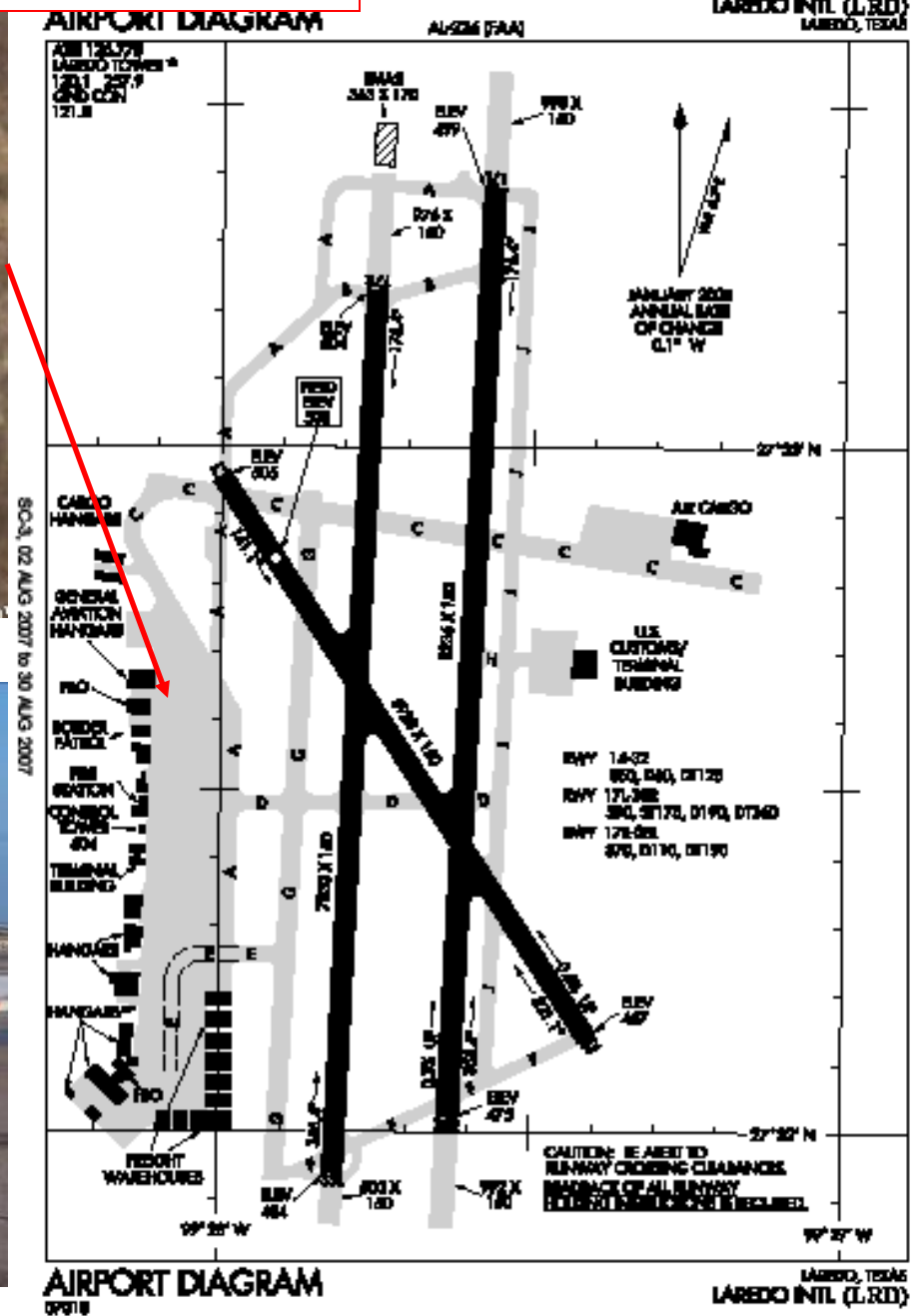
***Anticipate RAC of 3 after construction complete (FEB-APR 08)**

Lighting: Blue taxi lights all the way to ramp.

Ramp:

- a) Easy access to ramp via taxiway Golf.
- b) Several construction obstructions and a drop off which has a boundary of red lights. Possibly other aircraft, cones, and chocks.
- c) Surface is level with a service road that runs directly in front of the FBO. The ramp yellow taxi lines are fading.
- d) Only lighting for the ramp are two pairs of floodlight on either side of the FBO hangar.

LAREDO INTL (KLRD)





LAREDO INTL (LRD) RAMP AREA



LAREDO INTL (KMFE) RAMP AREA

Probability of Occurrence: B (Probable)

Severity: III (Minor injury/damage)

Overall RAC: 3 (Moderate)

Lighting: Blue taxi lights all the way to ramp

Ramp:

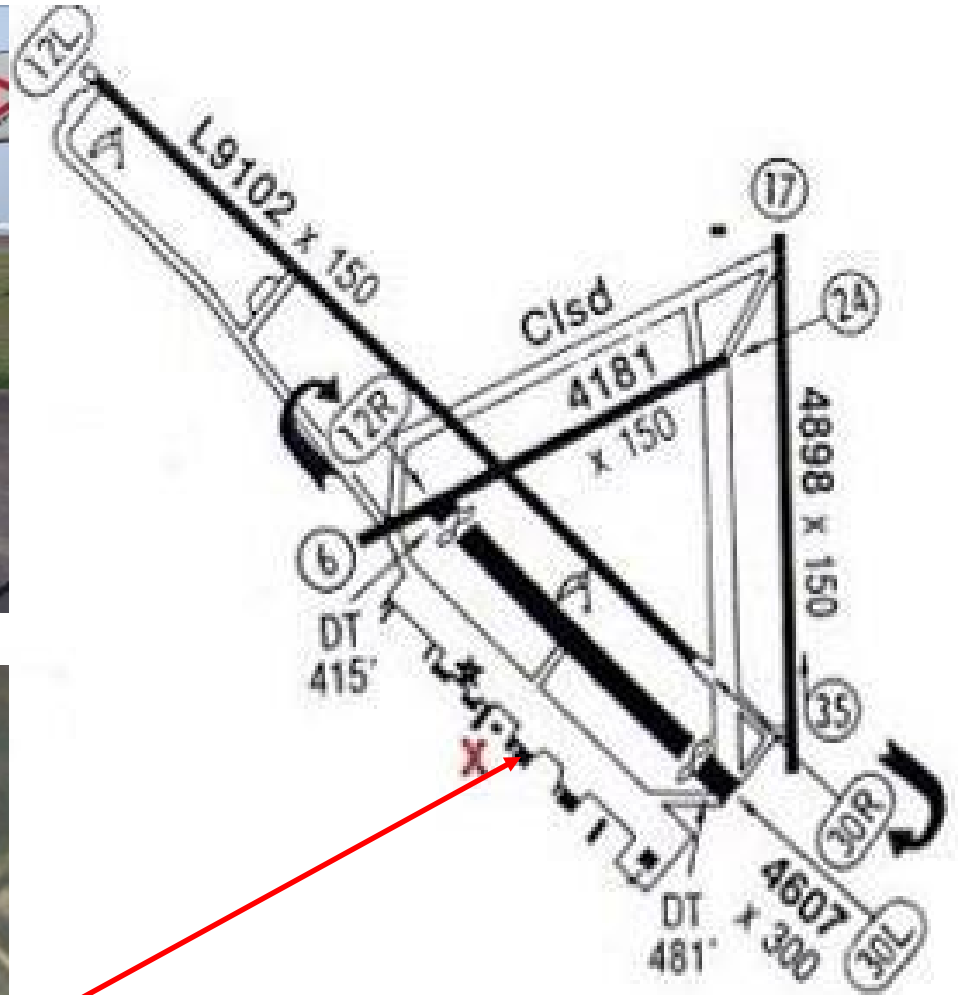
- a) Numerous ways to get lost depending on which runway used.
- b) No obstructions on ramps besides other aircraft, cones, or chocks.
- c) Surface is mostly level, but some cracks due to aging.

Good

yellow taxi lines end at the ramp entry. One area near FBO entry has a corner of grass that could be a factor at night when parking.

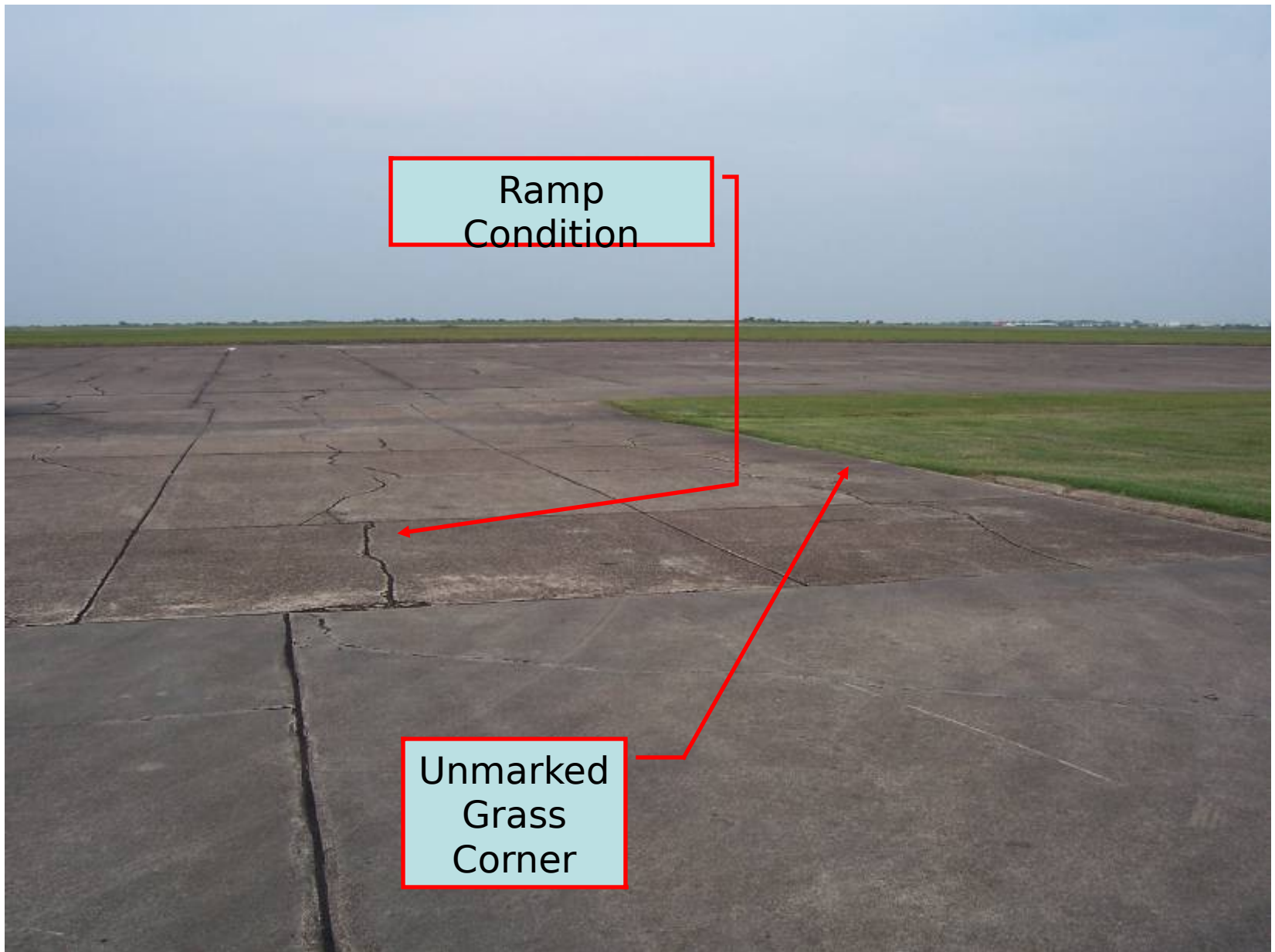
- d) Only lighting for the ramp are two street light type lights on either side of the FBO hangar.

VICTORIA REGIONAL (KVCT)





VICTORIA REGIONAL (KVCT) RAMP AREA



VICTORIA REGIONAL (KVCT) RAMP AREA

San Antonio International (KSAT)

Probability of Occurrence: B (Probable)

Severity: III (Minor injury/damage)

Overall RAC: 3 (Moderate)

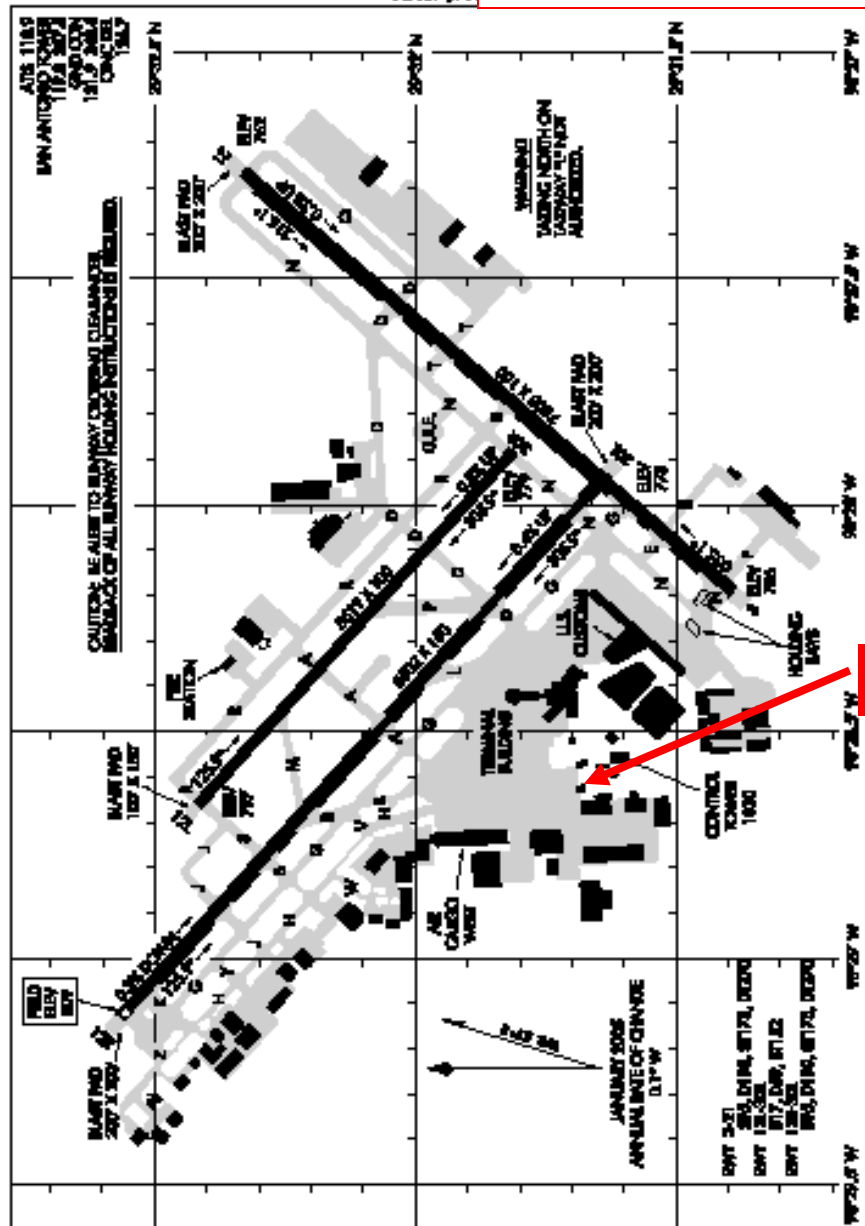
Lighting: Blue taxi lights all the way to ramp. Once on the wide ramp, only floodlighting is available on the perimeter. The middle area of the ramp is not well lit.

Ramp:

- a) Easy access to ramp via taxiway.
- b) No obstructions on large ramp, however several aircraft could be parked and would not be seen until close aboard.
- c) Surface is level and surrounded by chain link fence. The large ramp with no yellow lines could lead to confusion at night.
- d) Ramp is generally dim in the large center area, with lighting evenly spaced around the perimeter. Some street lighting near the FBO building.

AIRPORT DIAGRAM

SAN ANTONIO INTERNATIONAL (KSAT)



AIRPORT DIAGRAM

SAN ANTONIO, TEXAS
SAN ANTONIO INTL (KSAT)



FBO

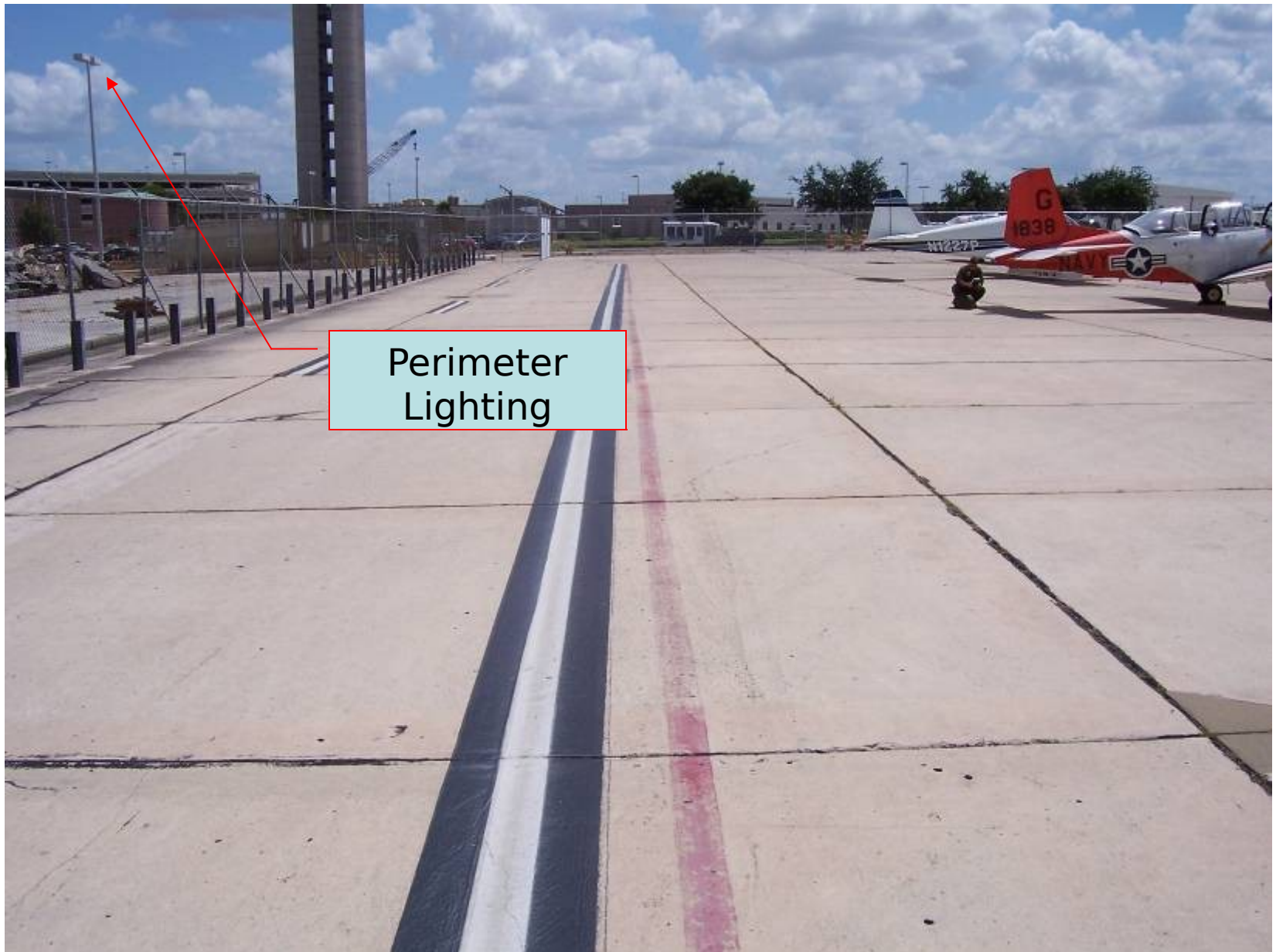




SAN ANTONIO INTERNATIONAL (KSAT) RAMP AREA



SAN ANTONIO INTERNATIONAL (KSAT) RAMP AREA



SAN ANTONIO INTERNATIONAL (KSAT) RAMP AREA

Las Cruces International (KLRU)

Probability of Occurrence: C (May Occur it Time)

Severity: III (Minor injury/damage)

Overall RAC: 4 (Minor)

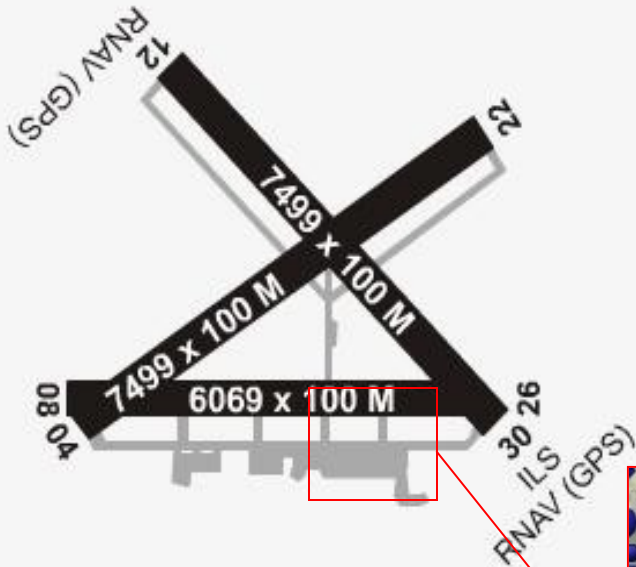
Lighting: Blue taxi lights all the way to ramp. Blue lights also section off grass strip areas.

Ramp:

- a) Easy access to ramp via taxiway Alpha.
- b) No obstructions on ramps besides other aircraft or cones.
- c) Surface is level and surrounded by grass. Good new yellow taxi lines that end at the ramp entry.
- d) Ramp has several large free standing floodlights next to detachment hangars.

Las Cruces (LRU)

LAS CRUCES INTERNATIONAL (KLRU)



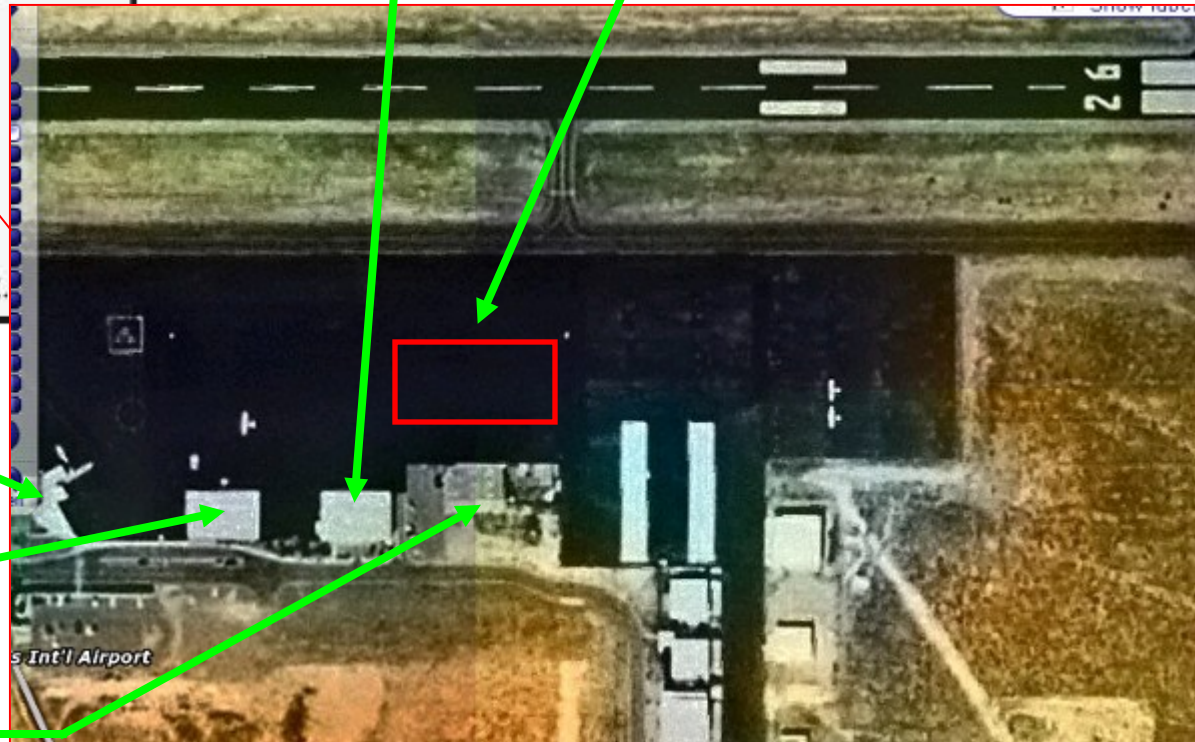
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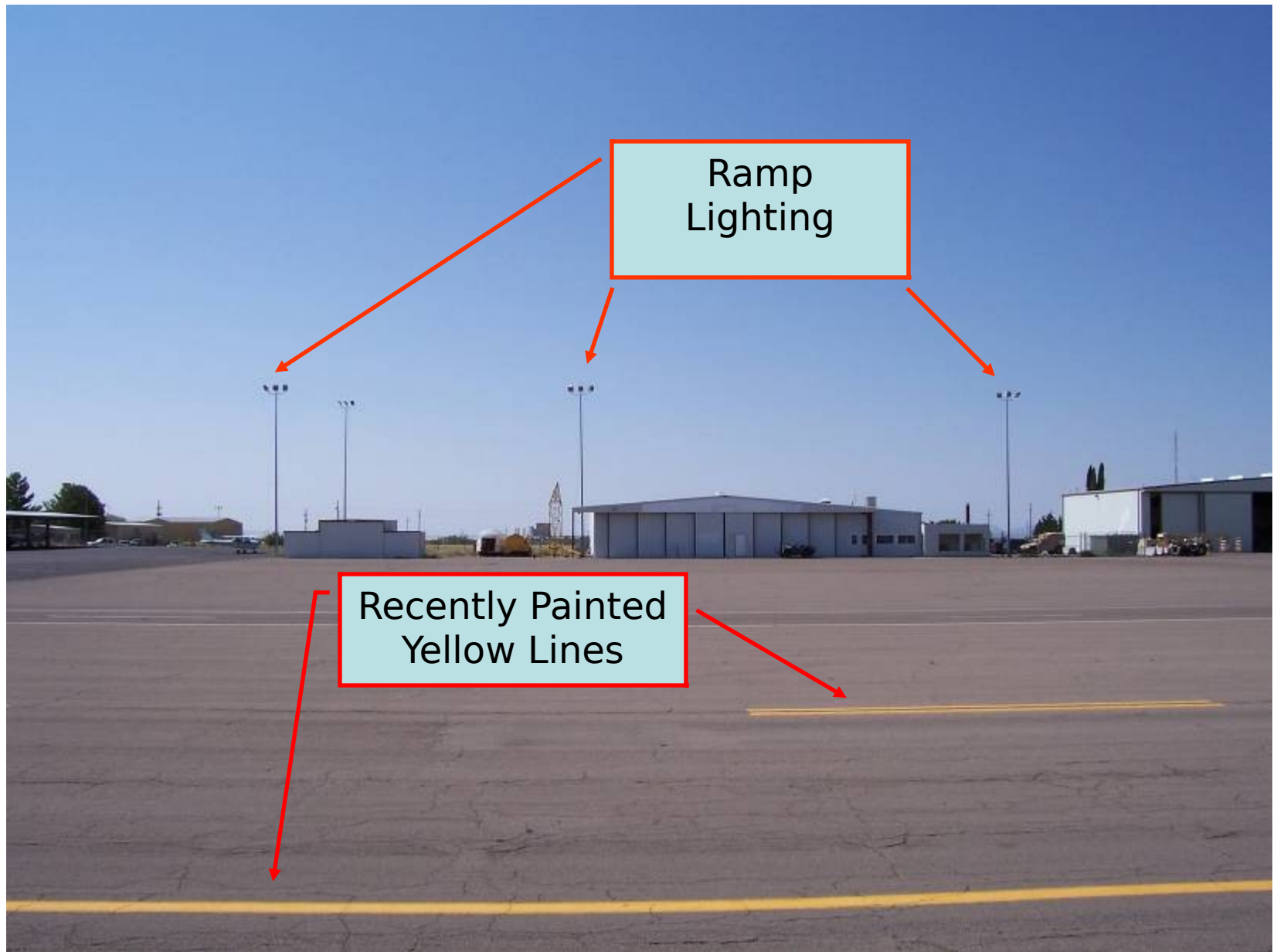
T-34 Parking

Terminal

FBO

HNGR





LAS CRUCES INTERNATIONAL (KLRU) RAMP AREA



Blue Lights
to mark
Grassy
Areas

LAS CRUCES INTERNATIONAL (KLRU) TAXIWAYS



LAS CRUCES INTERNATIONAL (KLRU) TAXIWAYS

Probability of Occurrence: B (Probable)

Severity: III (Minor injury/damage)

Overall RAC: 3 (Moderate)

Lighting: Blue taxi lights all the way to ramp.

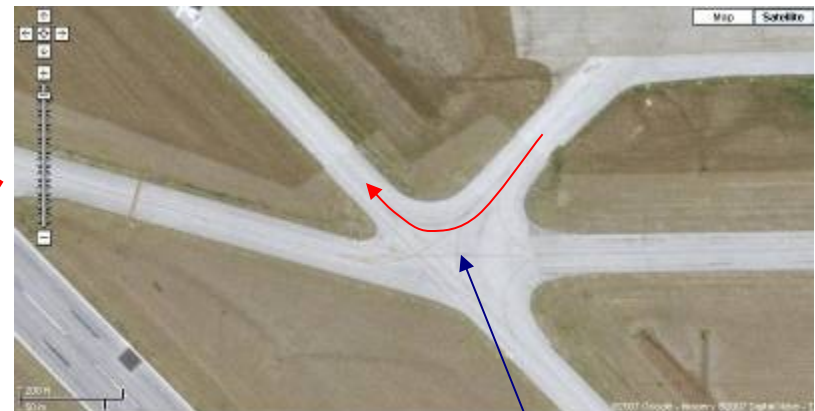
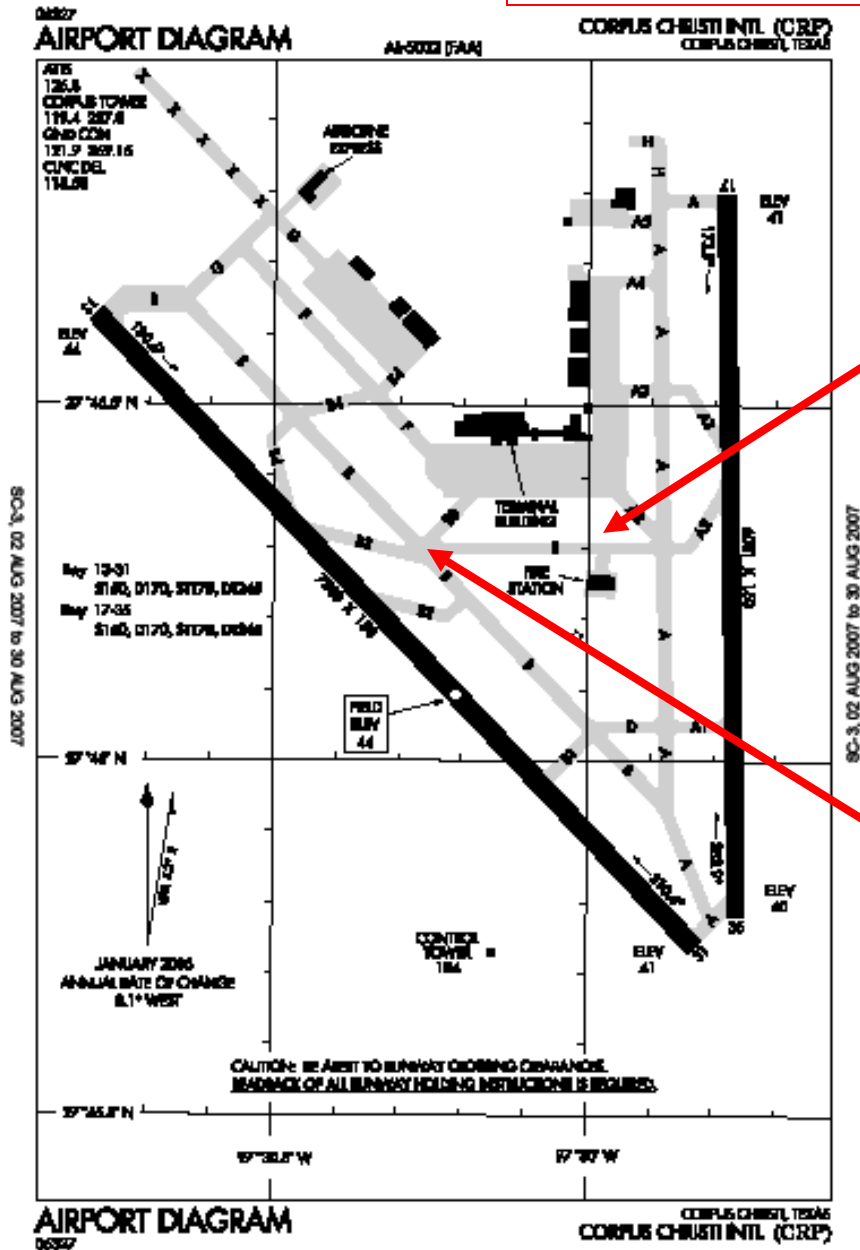
Ramp:

- a) Access to ramp via multiple Bravo taxiways. Taxiways can be confusing. There is a road off of Echo that can be confused as a taxiway.
- b) No permanent obstructions on ramp, however chocks are often left on the ramp and cones are often on the ramp as well.
- c) Surface is level (asphalt) there is a yellow line leading to ramp, but there are no lines leading to parking spots.
- d) Ramp has no lighting other than the FBO. Ramp has no edge lighting.

Misc: When taxiing from parking, care is required when taking B3

taxiway. If you don't take the first right you could cross the hold

CORPUS CHRISTI INTERNATIONAL (KCRP)





Chocks
and
Cones on
Ramp.

CORPUS CHRISTI INTERNATIONAL (KCRP) RAMP AREA



CORPUS CHRISTI INTERNATIONAL (KCRP) RAMP AREA



CORPUS CHRISTI INTERNATIONAL (KCRP) RAMP AREA